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(54) **FUEL AIR HEAT EXCHANGER**

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F01D 25/14 (2006.01)
F28D 7/00 (2006.01)
F28D 7/14 (2006.01)

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CPC **F28D 7/106** (2013.01); **F01D 25/14**
(2013.01); **F02C 7/12** (2013.01); **F02C 7/224**
(2013.01); **F28D 7/005** (2013.01); **F28D 7/14**
(2013.01)

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60/728, 805, 806, 748; 137/605, 875, 876;
165/154, 157, 169
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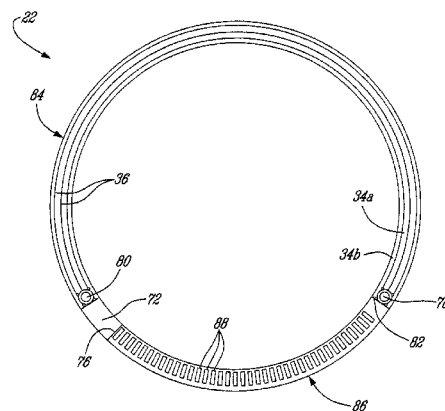
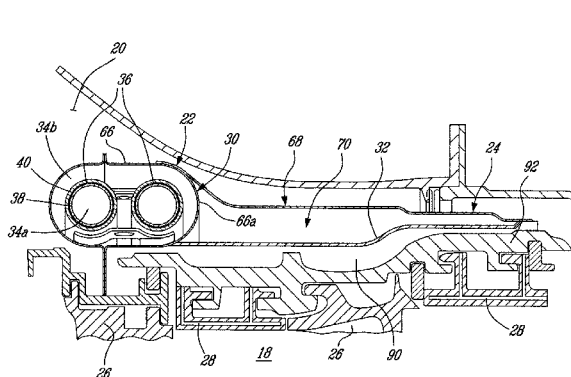
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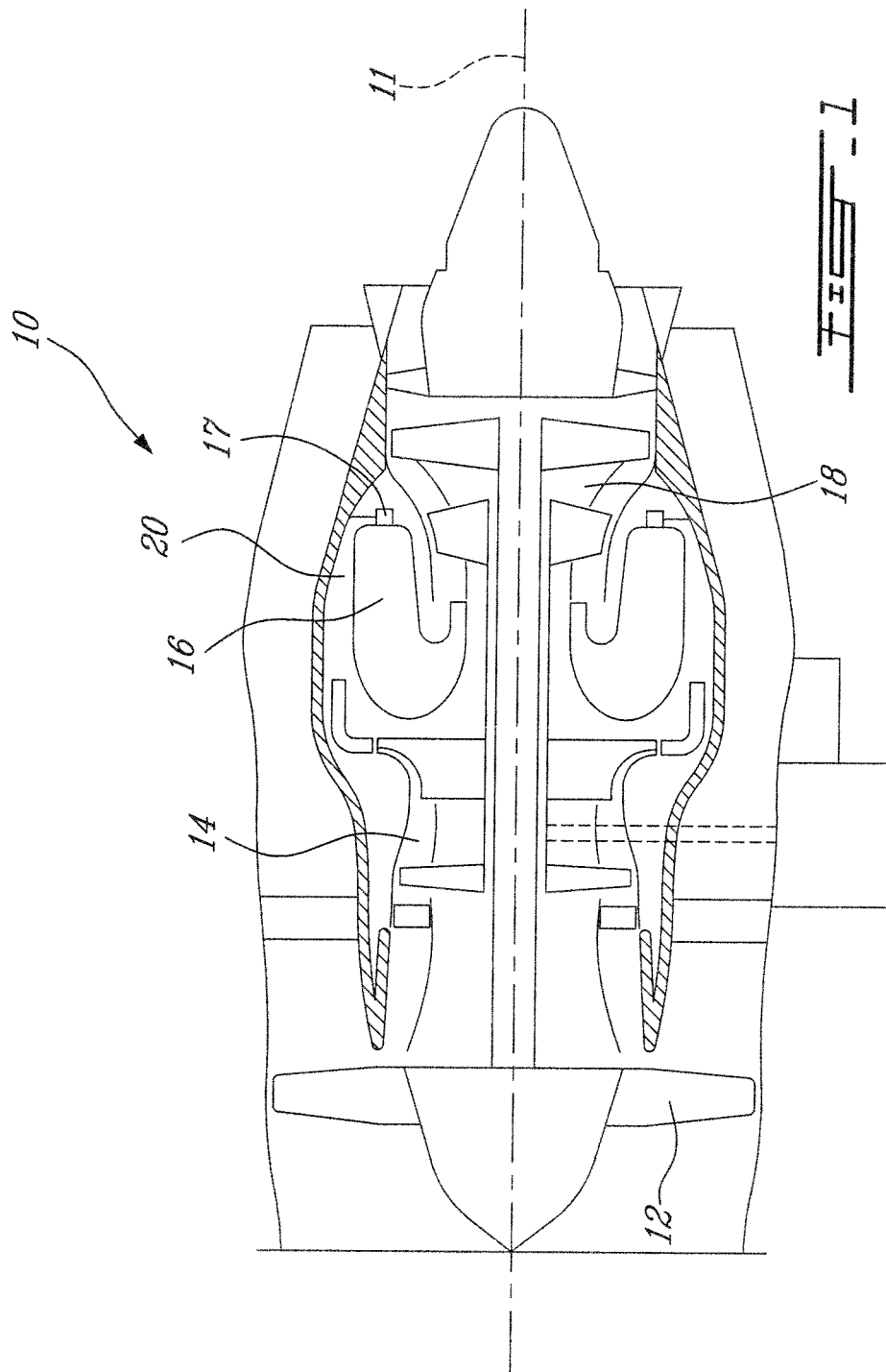
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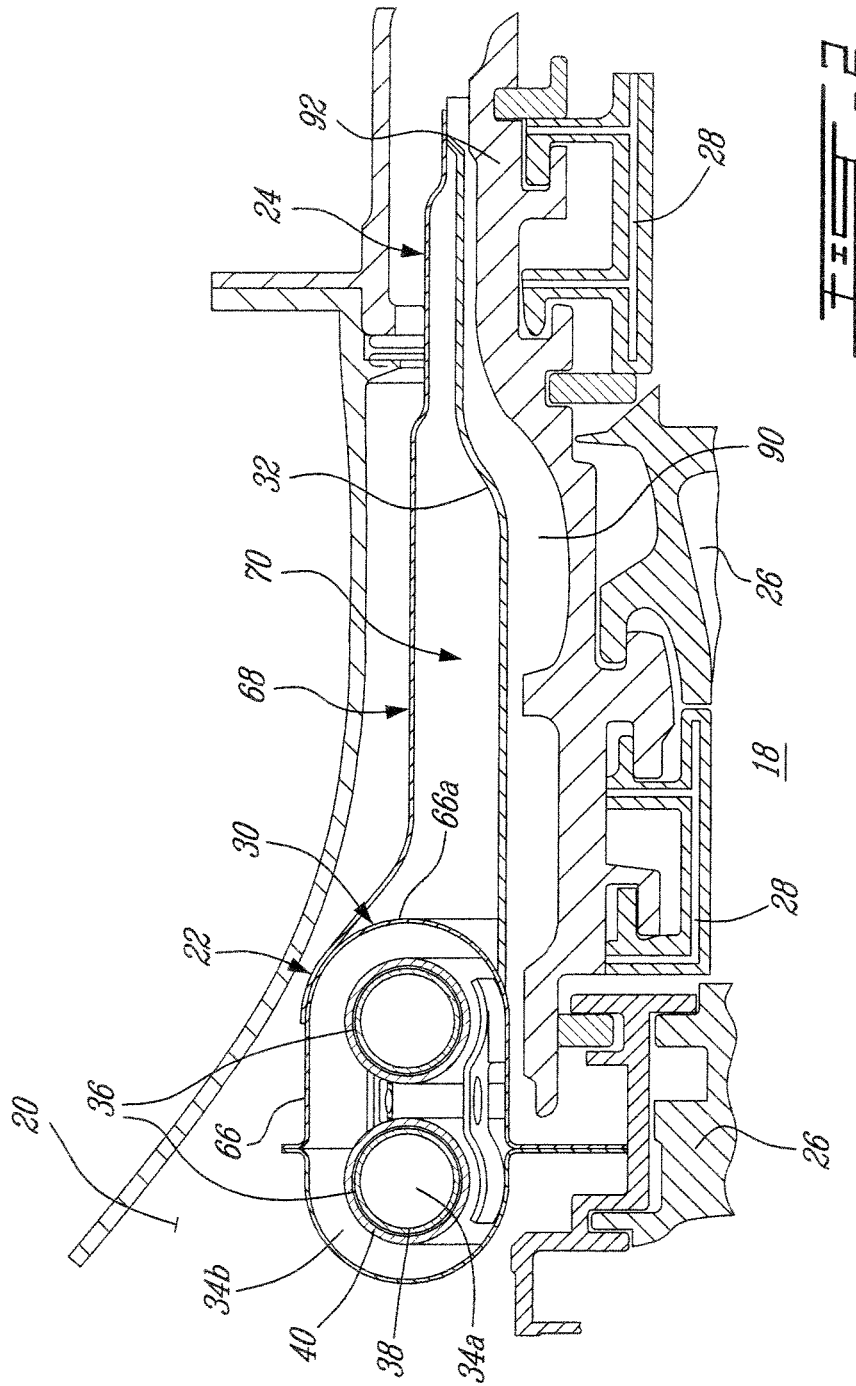
ABSTRACT

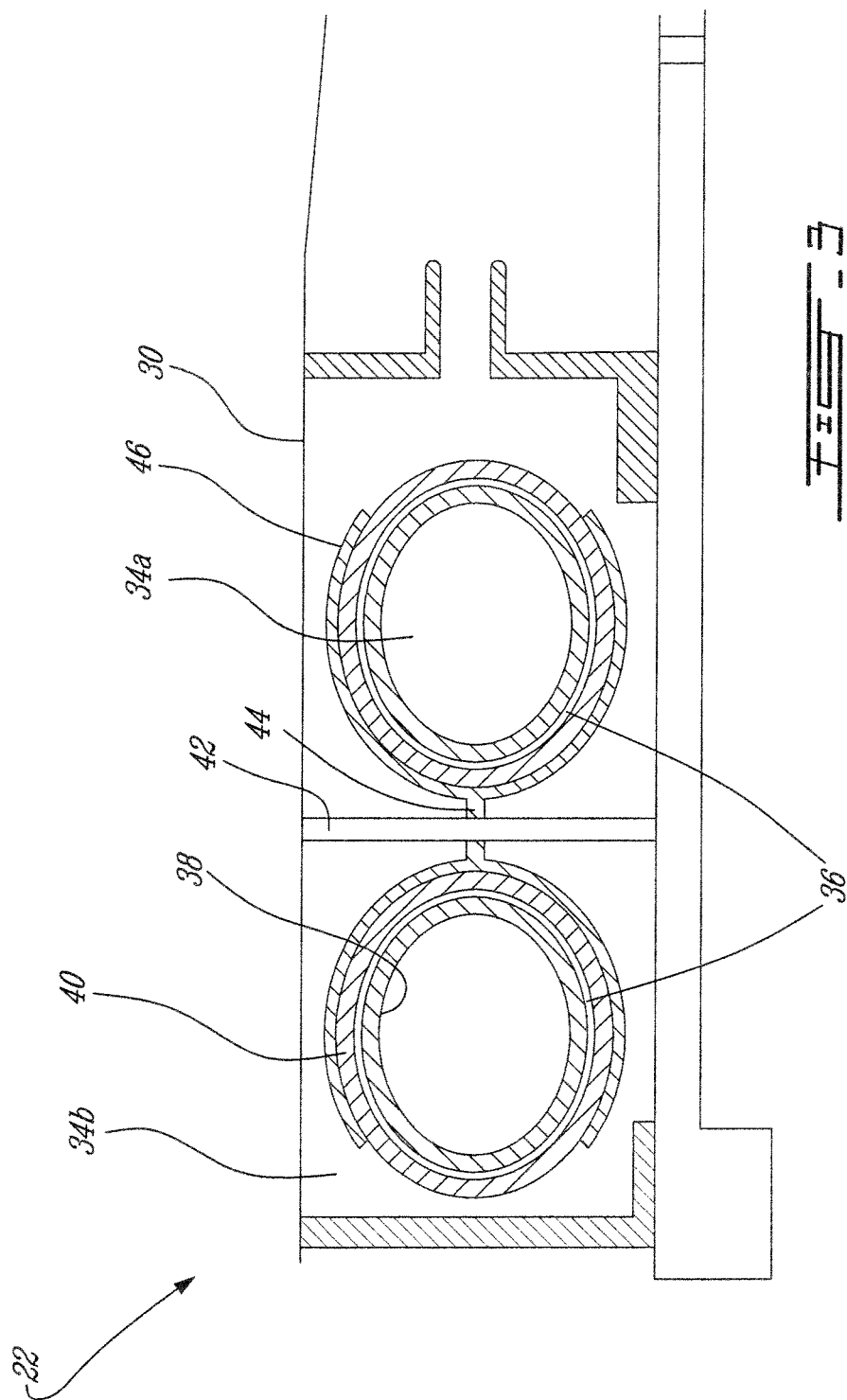
A fuel air heat exchanger for a gas turbine engine having fuel and air conduits in heat exchange relationship with one another, and a distribution conduit in heat exchange relationship with a component to be cooled. The distribution conduit is in fluid communication with the outlet of each air conduit. The heat exchanger also includes a secondary air inlet in fluid communication with the distribution conduit and a flow selection member selectively movable between first and second configurations. In the first configuration, the flow selection member closes the fluid communication between the secondary inlet and the distribution conduit. In the second configuration, the flow selection member opens the fluid communication between the secondary air inlet and the distribution conduit.

15 Claims, 14 Drawing Sheets









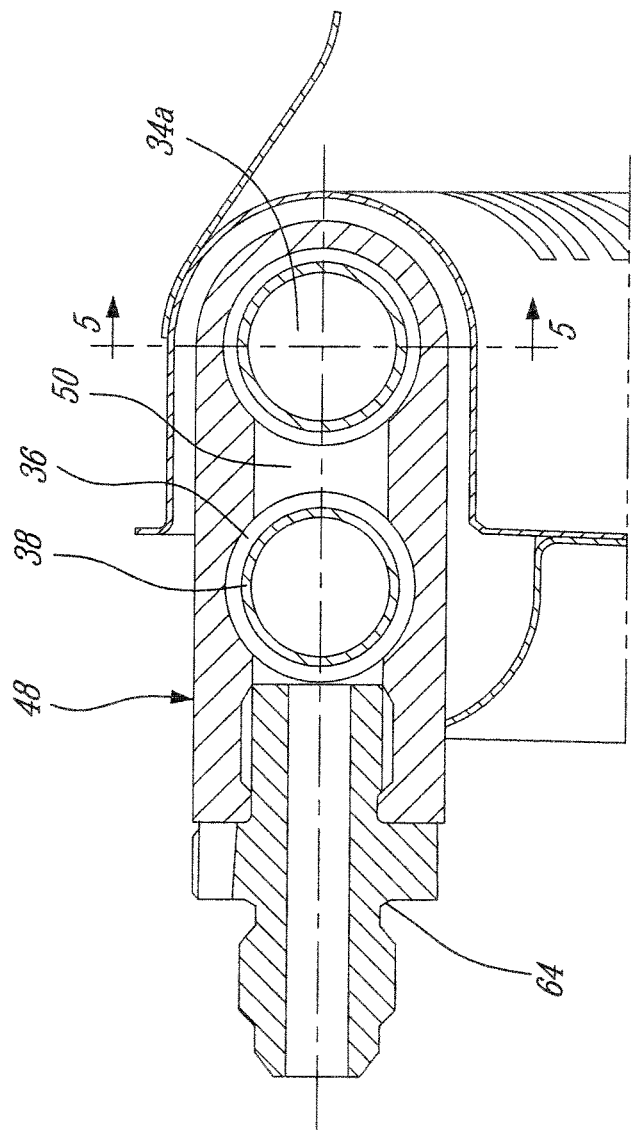


FIG. 4

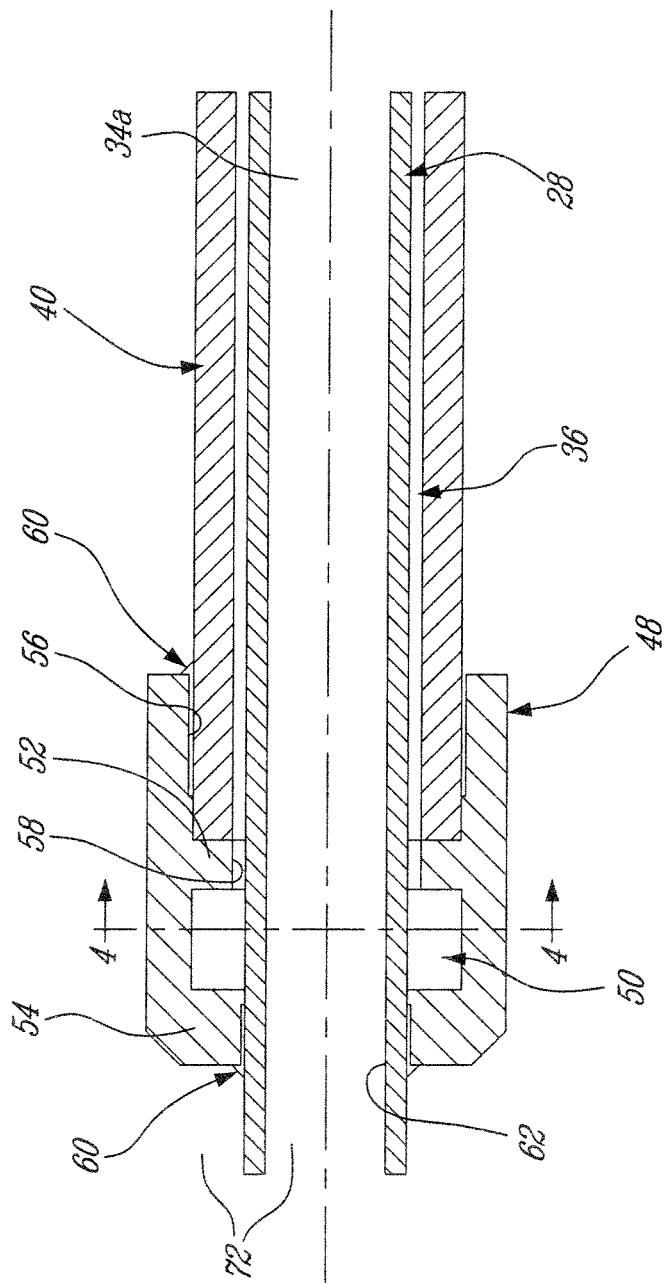


FIG. 5

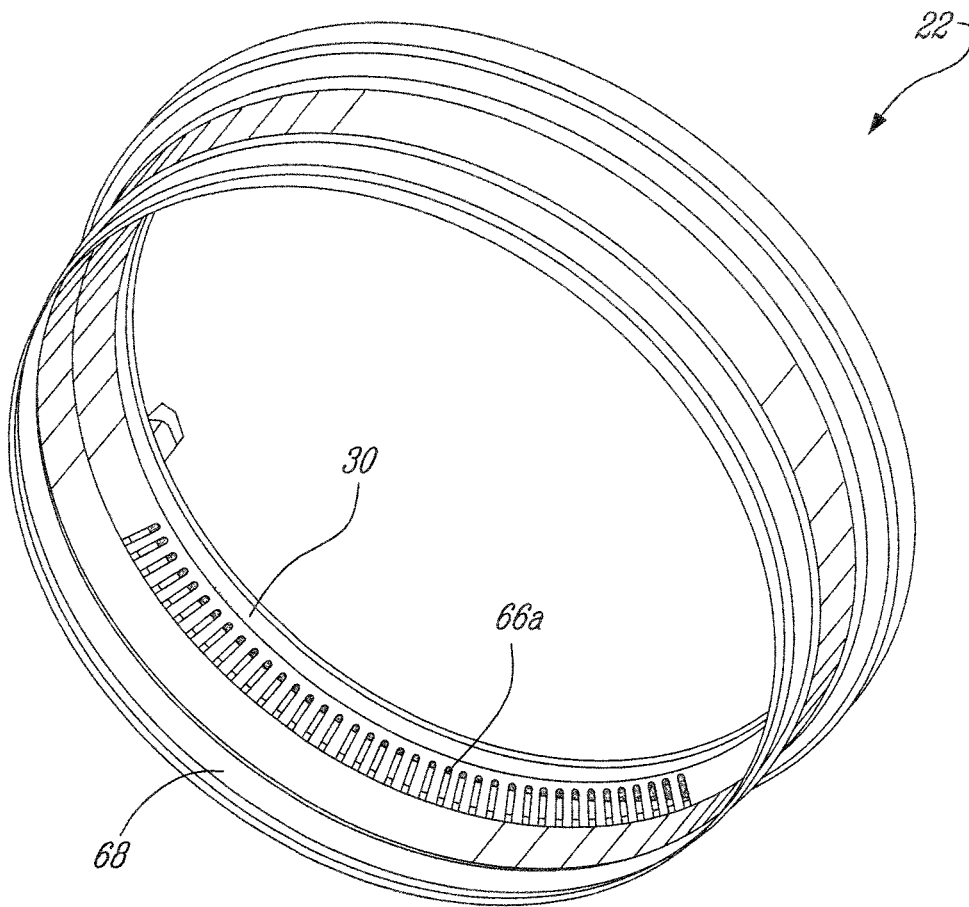


FIG. 6

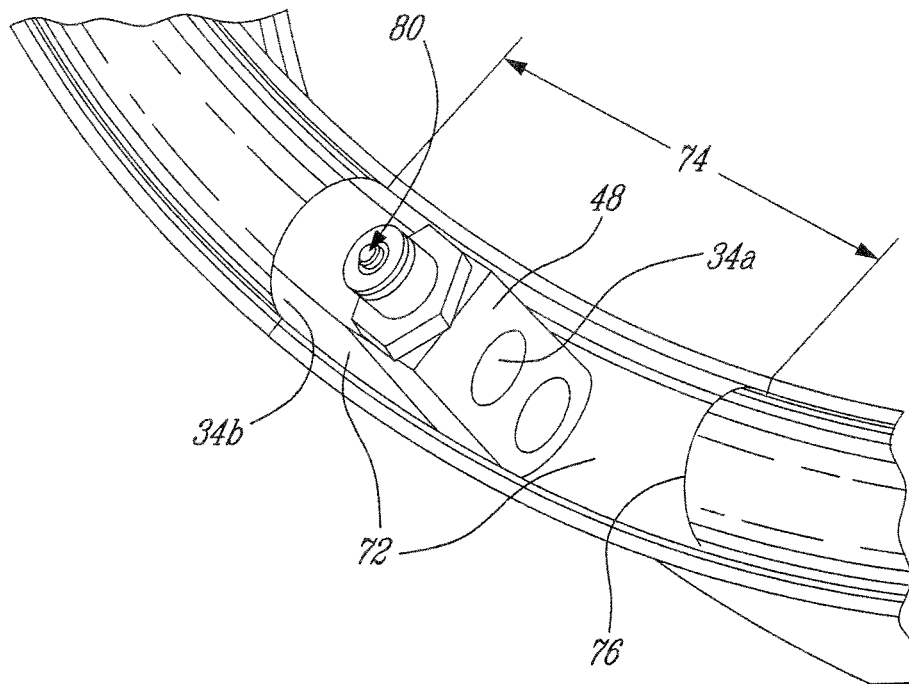


FIG. 7

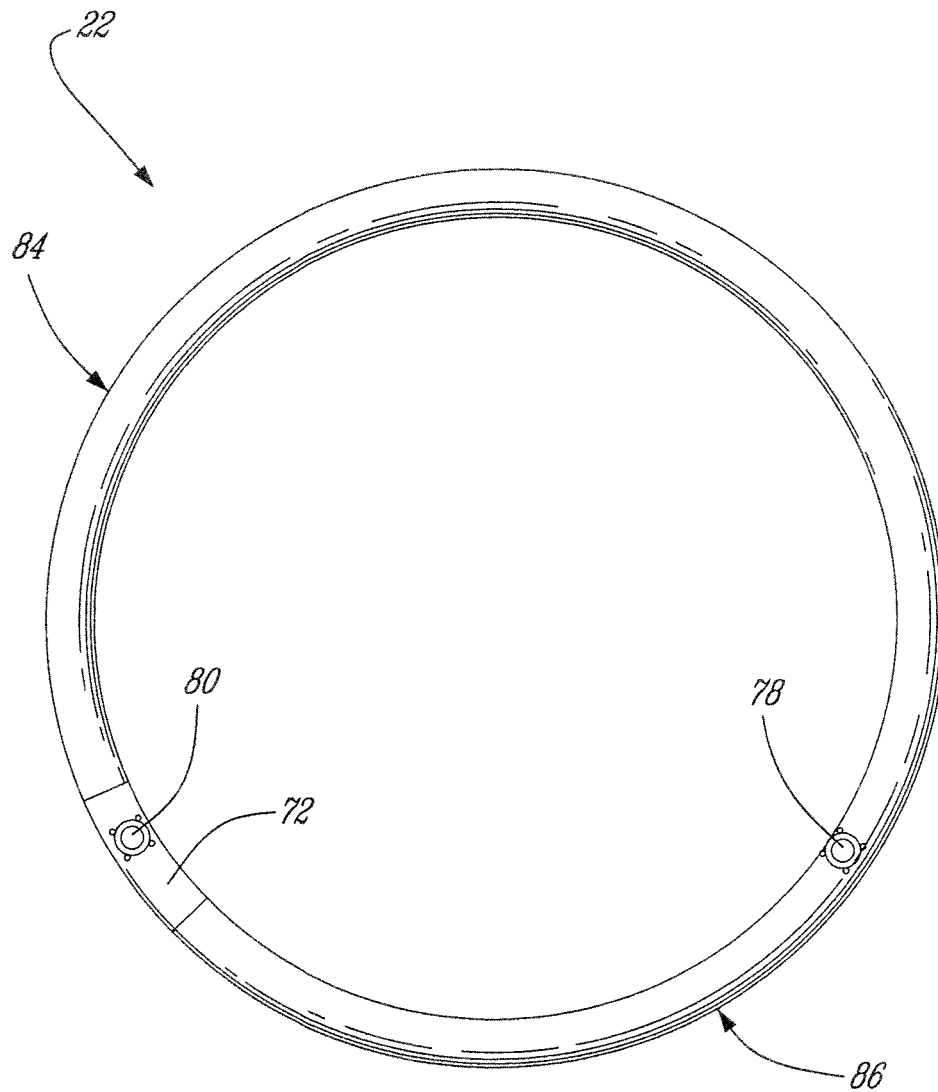


FIG. 8

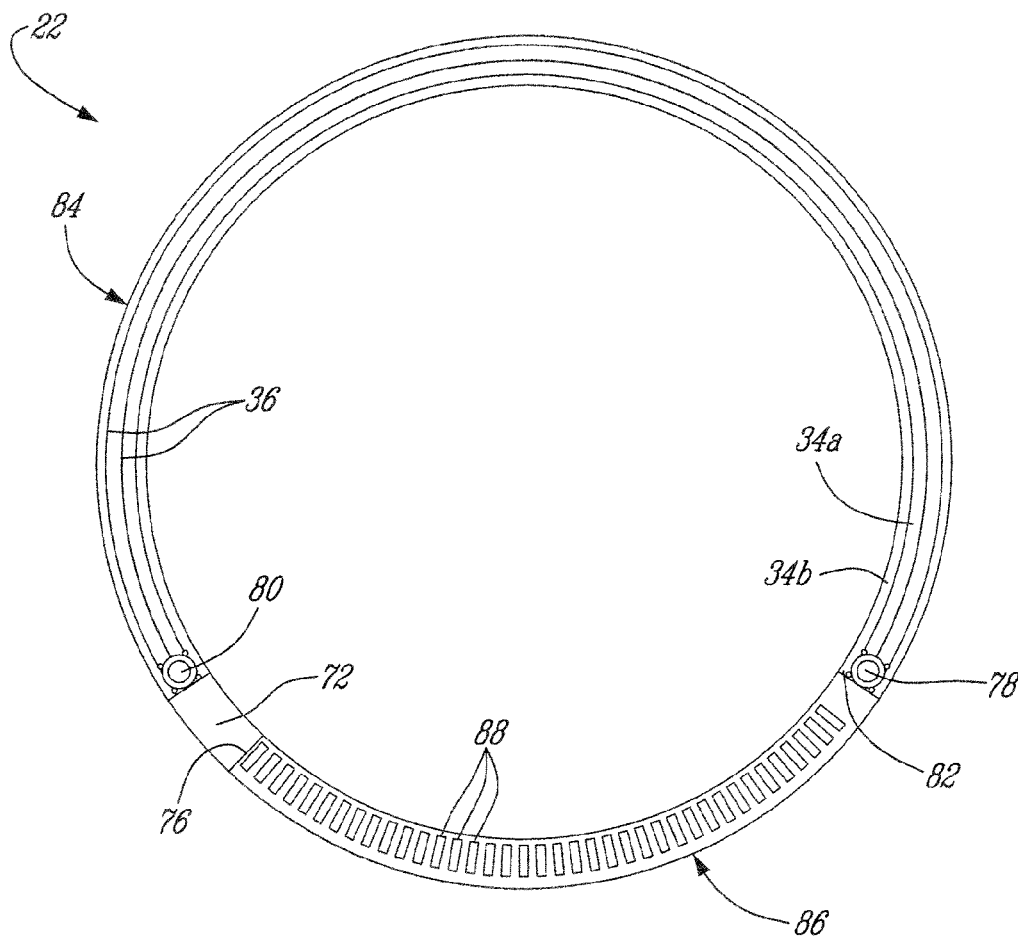
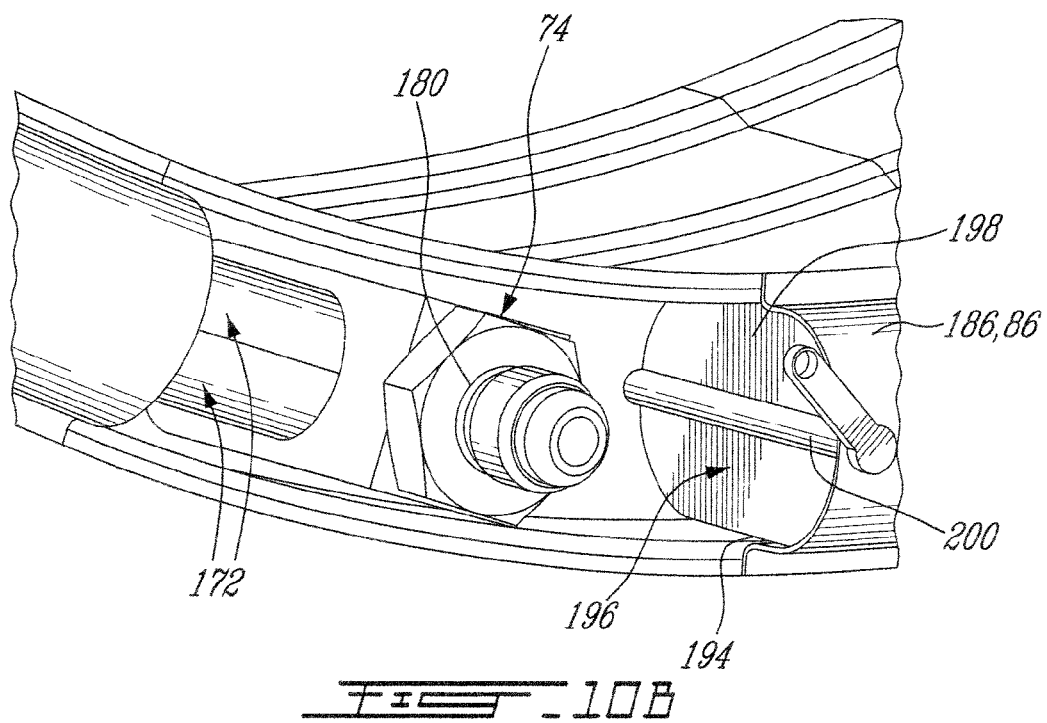
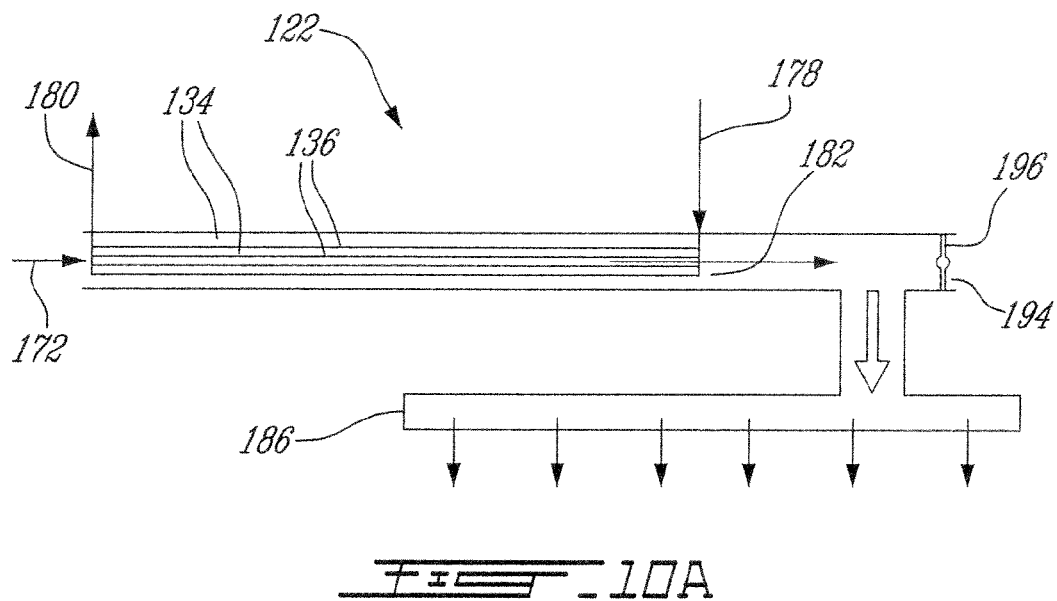
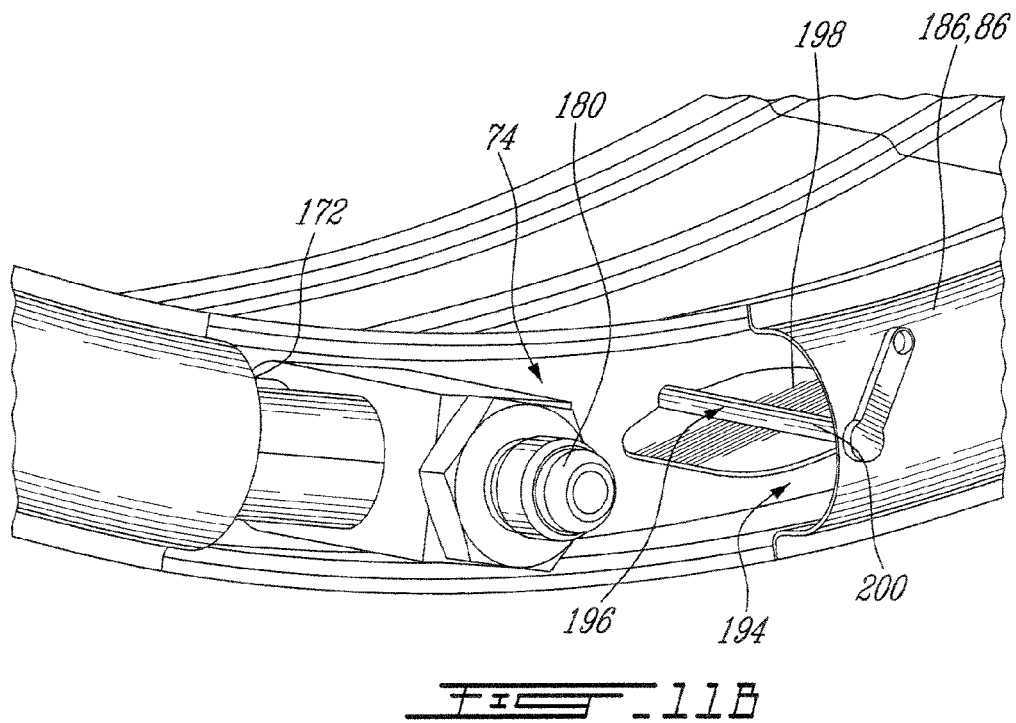
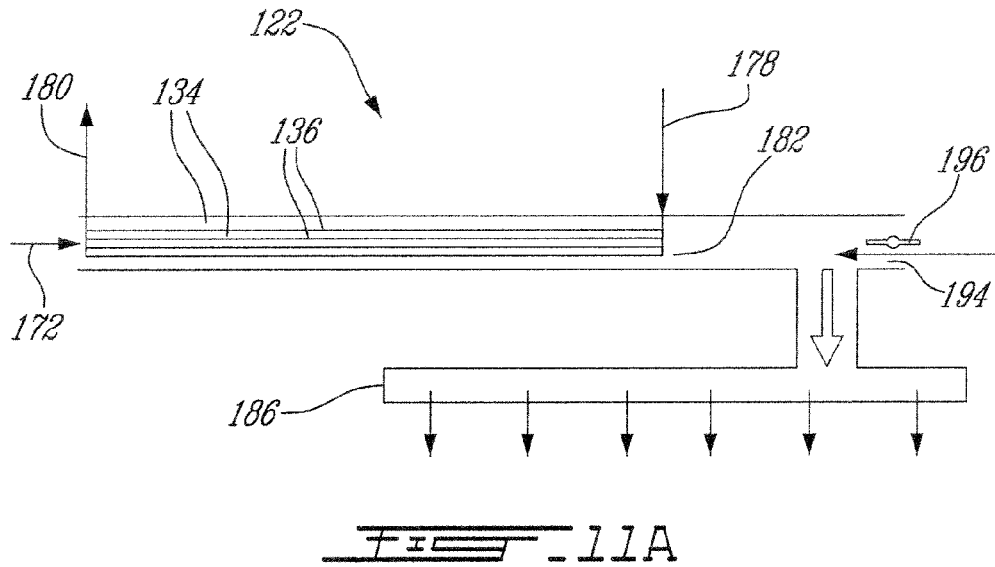


FIG. 9





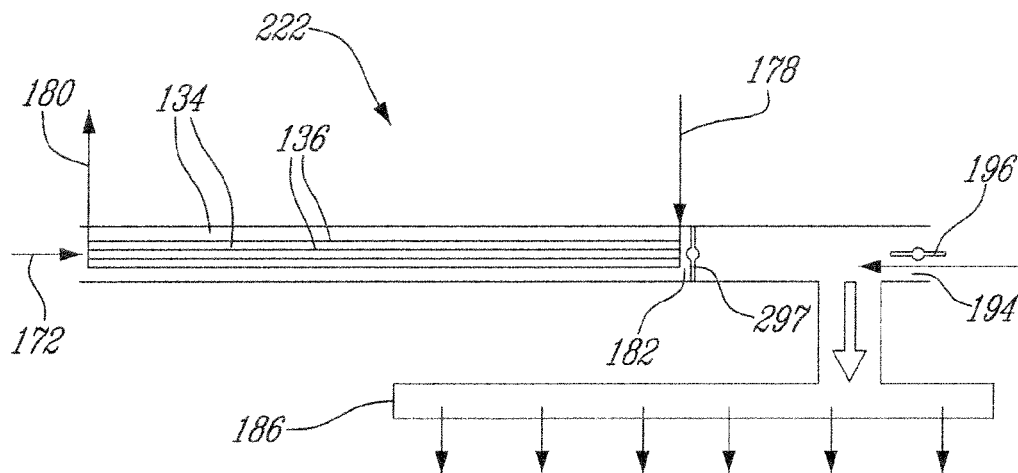


FIG. 12A

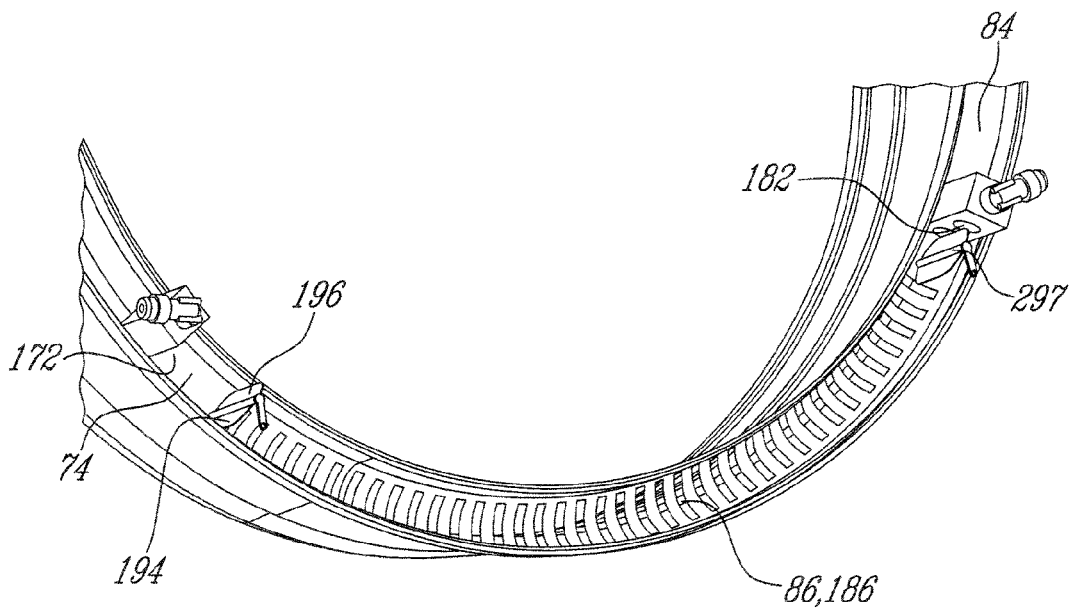


FIG. 12B

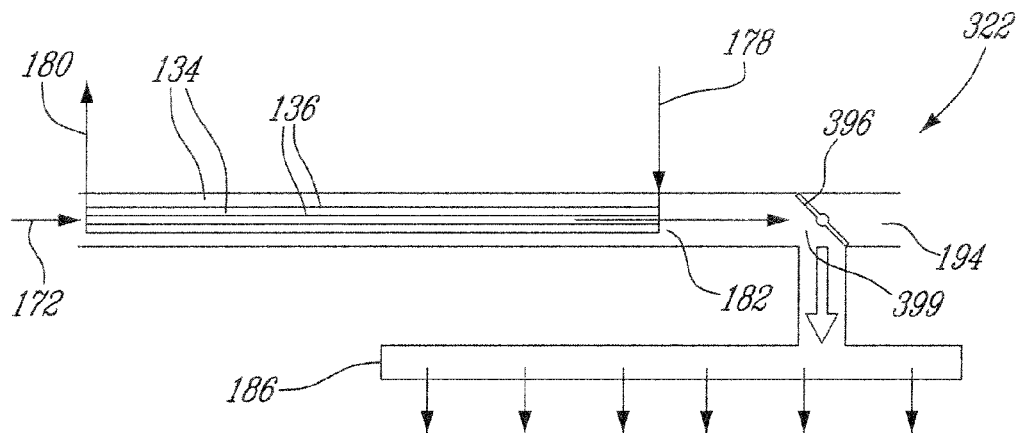


FIG. 13A

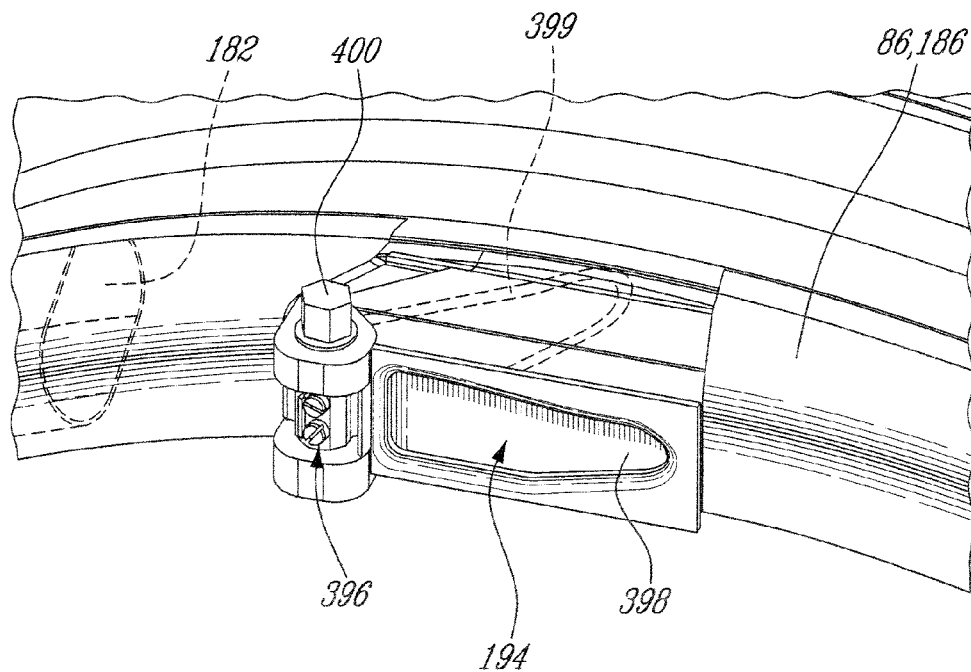
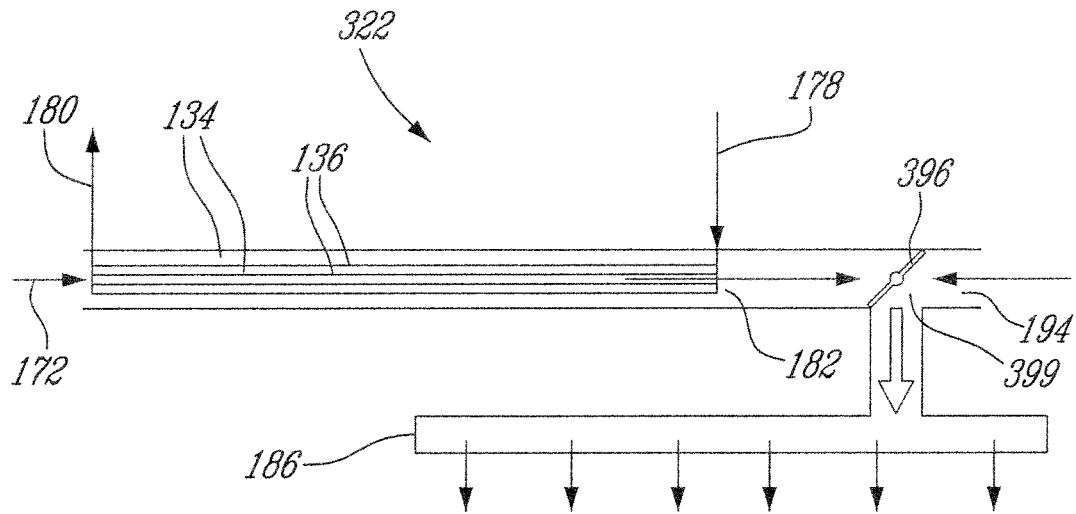
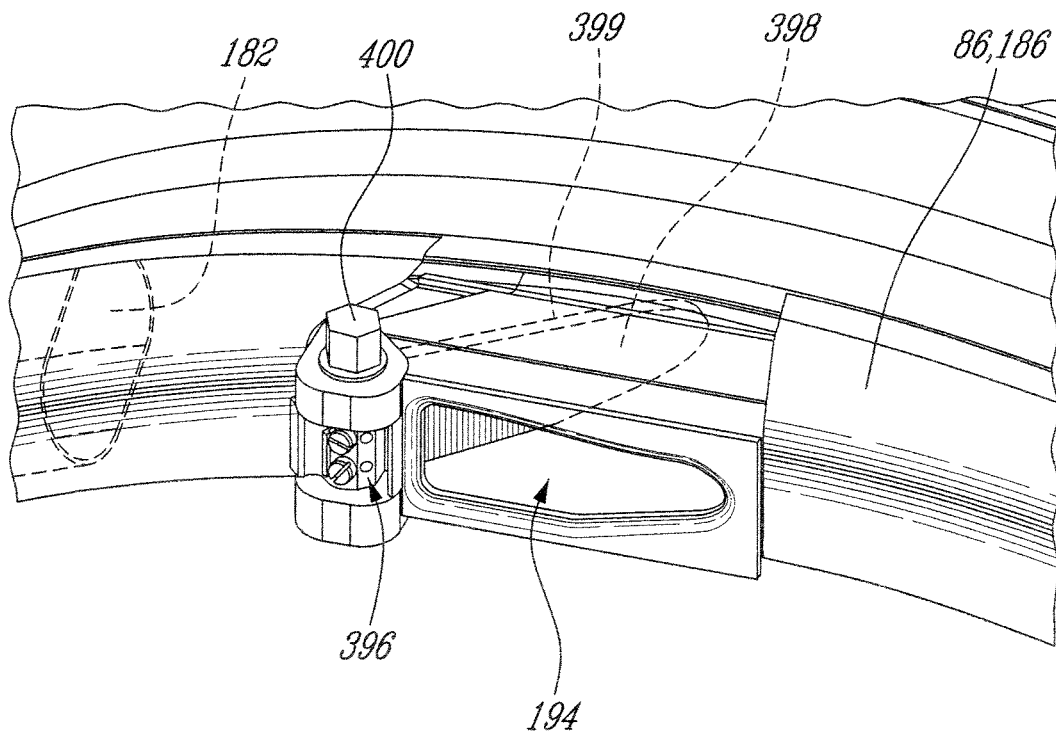


FIG. 13B



FILE 14A



FI 14B

1

FUEL AIR HEAT EXCHANGER**TECHNICAL FIELD**

The application relates generally to a heat exchanger for a gas turbine engine and, more particularly, to such a heat exchanger putting fuel and compressed air in heat exchange relationship with one another.

BACKGROUND OF THE ART

Gas turbine engines typically become more efficient with higher turbine inlet gas temperatures. However higher turbine inlet gas temperatures necessitate increased cooling of the turbine components.

It has been known to provide a heat exchanger located in low pressure areas of the engine or outside of the engine casing, where fuel is put into heat exchange relationship with the pressurized air from the combustor to heat the fuel before combustion and cool the pressurized air surrounding the high pressure turbine. Such heat exchanger typically require a high pressure casing to contain the pressurized air and relatively heavy air ducts to circulate the pressurized air to and from the heat exchanger.

SUMMARY

In one aspect, there is provided a fuel air heat exchanger for a gas turbine engine, the heat exchanger comprising: at least one fuel conduit and at least one air conduit extending in heat exchange relationship with one another, each fuel conduit having an inlet for communication with a fuel source and an outlet for communication with fuel distribution conduits of the engine, each air conduit having an inlet and an outlet; a distribution conduit in heat exchange relationship with a component to be cooled, the distribution conduit being in fluid communication with the outlet of each air conduit; a secondary air inlet in fluid communication with the distribution conduit; and a flow selection member selectively movable between first and second configurations, the flow selection member in the first configuration closing the fluid communication between the secondary inlet and the distribution conduit, the flow selection member in the second configuration opening the fluid communication between the secondary air inlet and the distribution conduit.

In another aspect, there is provided a gas turbine engine comprising: a compressor section; an annular high pressure plenum in fluid flow communication with a discharge of the compressor section for receiving compressed air; a combustor contained in the high pressure plenum; a heat exchanger located in the high pressure plenum, the heat exchanger including: at least one fuel conduit and at least one air conduit extending in heat exchange relationship with one another, each fuel conduit having an inlet in fluid communication with a fuel source of the engine and an outlet in fluid communication with fuel distribution conduits of the combustor, each air conduit having an inlet and an outlet, a distribution conduit for distribution of air to a component to be cooled, the distribution conduit being in fluid communication with each air outlet, a secondary air inlet in fluid communication with the distribution conduit, and a flow selection member selectively movable between first and second configurations, the flow selection member in the first configuration closing the fluid communication between the secondary inlet and the distribution conduit, the flow selection member in the second configuration opening the fluid communication between the secondary air inlet and the distribution conduit.

2

In a further aspect, there is provided a method of regulating a cooling of an engine component of a gas turbine engine, the method comprising: circulating compressed air from a compressor discharge of the engine to a high pressure plenum containing a combustor of the engine; circulating fuel from a fuel source of the engine through at least one fuel conduit of a heat exchanger located in the high pressure plenum; and modulating a flow of the compressed air circulating from the high pressure plenum through at least one air conduit of the heat exchanger in heat exchange relationship with the at least one fuel conduit thereof and into a distribution conduit in heat exchange relationship with the engine component.

DESCRIPTION OF THE DRAWINGS

Reference is now made to the accompanying figures in which:

FIG. 1 is a schematic cross-sectional view of a gas turbine engine;

FIG. 2 is a schematic cross-sectional view of a heat exchanger in accordance with a particular embodiment and part of a gas turbine engine such as shown in FIG. 1;

FIG. 3 is a schematic, partial cross-sectional view of the heat exchanger of FIG. 2;

FIG. 4 is a schematic cross-sectional view of a fitting defining a fuel inlet and outlet of the heat exchanger of FIG. 2, taken along line 4-4 in FIG. 5;

FIG. 5 is a schematic cross-sectional view of the fitting of FIG. 4, taken along line 5-5 in FIG. 4;

FIG. 6 is a tridimensional view of part of the heat exchanger of FIG. 2;

FIG. 7 is a partial tridimensional view of the heat exchanger of FIG. 2, showing an air inlet thereof;

FIG. 8 is a front plan view of the heat exchanger of FIG. 2;

FIG. 9 is a front cross-sectional view of the heat exchanger of FIG. 2;

FIG. 10a is a schematic view of a heat exchanger in accordance with another embodiment, with a flow distribution member thereof in a first configuration;

FIG. 10b is a tridimensional view of part of an exemplary heat exchanger corresponding to that of FIG. 10a;

FIG. 11a is a schematic view of the heat exchanger of FIG. 10a with the flow distribution member thereof in a second configuration;

FIG. 11b is a tridimensional view of the part of the heat exchanger of FIG. 10b with the flow distribution member thereof in the second configuration;

FIG. 12a is a schematic view of a heat exchanger in accordance with another embodiment, with two flow distribution members;

FIG. 12b is a tridimensional view of part of an exemplary heat exchanger corresponding to that of FIG. 12a;

FIG. 13a is a schematic view of a heat exchanger in accordance with another embodiment, with a flow distribution member thereof in a first configuration;

FIG. 13b is a tridimensional view of part of an exemplary heat exchanger corresponding to that of FIG. 13a;

FIG. 14a is a schematic view of the heat exchanger of FIG. 13a with the flow distribution member thereof in a second configuration; and

FIG. 14b is a tridimensional view of the part of the heat exchanger of FIG. 13b with the flow distribution member thereof in the second configuration.

DETAILED DESCRIPTION

FIG. 1 illustrates a gas turbine engine 10 of a type preferably provided for use in subsonic flight, generally comprising

in serial flow communication a fan **12** through which ambient air is propelled, a compressor section **14** for pressurizing the air, a combustor **16** in which the compressed air is mixed with fuel and ignited for generating an annular stream of hot combustion gases, and a turbine section **18** for extracting energy from the combustion gases. The gas turbine engine **10** includes an annular high pressure plenum **20** in which the combustor **16** is contained. The high pressure plenum **20** is in fluid flow communication with a discharge of the compressor section **14** for receiving the compressed air. Although the combustor **16** is illustrated as being a reverse flow combustor, alternately the combustor can be a direct flow combustor. The engine **10** may also be an alternate type of gas turbine engine, such as for example a turboprop engine.

Referring to FIG. **2**, a heat exchanger **22** is located in the high pressure plenum **20**. In the embodiment shown, the heat exchanger **22** is designed and positioned to cool an upstream portion of the turbine section **18**, and in particular a turbine support case **92** surrounding the high pressure turbine vanes **26** and carrying shroud segments **28**, such as to control the tip clearance of the turbine stages. It is understood that the heat exchanger configuration shown can alternately be adapted to cool other components of the gas turbine engine, for example oil, different air sources, metal parts, etc.

The heat exchanger **22** includes an annular duct **30** surrounding the engine component to be cooled, here the turbine support case **92**. As shown, an annular perforated baffle **32** which surrounds the turbine support case **92** is part of the heat exchanger **22**. The duct **30** contains at least one air conduit **34a, b** and at least one fuel conduit **36** which extend around the circumferential direction of the duct **30** in heat exchange relationship with one another.

In the embodiment shown in FIGS. **2** and **3**, the heat exchanger includes two fuel conduits **36**, which are each defined by an annular gap between inner and outer concentric tubes **38, 40** of slightly different diameters. In a particular embodiment, the gap measures between 0.015 inch and 0.05 inch, the gap size being selected based on the fuel flow rate and heat transfer required. In a particular embodiment, the fuel conduits **36** are retained by a radial mount **42** extending across the duct **30**, from which extends a pin **44** retaining the fuel conduit **36**, for example through a C-shaped member **46**, to allow for thermal expansion and contraction of the conduits **36**.

In a particular embodiment, the inner tube **38** is inserted in the outer tube **40** while the tubes are straight, and the tubes are then formed into the circular geometry. A spacer, for example a wire or granular filler material, is used between the tubes **38, 40** to maintain the gap during forming. Once the tubes have been deformed, the spacer can be removed.

The fuel conduits **36** of the heat exchanger **22** provide a fuel flow communication between a fuel source (not shown) and fuel distribution members **17** (see FIG. **1**) of the combustor **16**; in a particular embodiment, all of the fuel flow from the fuel source to the combustor **16** circulates through the heat exchanger **22**. The quantity of fuel that is required to go through the heat exchanger **22** depends on the architecture of the fuel system and on the cooling requirements of the particular component being cooled; as such, in an alternate embodiment, only the primary flow or only the secondary flow are circulated through the heat exchanger **22**.

In a particular embodiment and referring to FIGS. **4** and **5**, the inlet and outlet of the fuel conduits **36** are each provided by a respective end fitting **48** (only one of which is shown) which distributes fuel to or collects fuel from all the fuel conduits **36**. Each fitting **48** encloses a fuel channel **50** partially defined by opposed inner and outer walls **52, 54**. For

each fuel conduit **36**, the inner wall **52** includes a circular pocket **56** surrounding a circular hole **58** having an outer diameter corresponding to the inner diameter of the outer tube **40**. The outer tube **40** is engaged in the pocket **56** and sealingly connected to the inner wall **52**, for example through a brazed joint **60**, while the inner tube **38** extends in the fitting **48** through the hole **58** in the inner wall **52**, such as to form a fluid flow connection between the annular space between the tubes **38, 40** and the fuel channel **50**. The outer wall **54** has a circular hole **62** through which the inner tube **38** sealingly extends, for example by connecting the inner tube **38** and the outer wall **54** through a brazed joint **60**. A port with a connector **64** communicates with the fuel channel **50** and is designed to be complementary to end connectors of the fuel conduit (not shown) of the engine **10**. This type of end fitting may facilitate visual and x-ray inspection of the joints.

Referring back to FIG. **2**, in the embodiment shown, the heat exchanger **22** includes an air conduit **34a** defined within the inner tube **38** of each fuel conduit **36**, and a larger air conduit **34b** defined by the free space in the annular duct **30** around the outer tubes **40** of the fuel conduits **36**. The duct **30** is formed by one or more walls **66** of light weight sheet metal or other adequate light material, connected to form a closed cross-section such as to define the larger air conduit **34b**. Since the heat exchanger **22** is located within the high pressure plenum **20**, the pressure differential between the air conduit **34b** and its surrounding environment is very small; as such, the duct **30** is not required to be made of high pressure casing material, and the thickness and weight of the wall(s) **66** can be minimized. In a particular embodiment the thickness of the wall(s) **66** is between 0.015 and 0.020 inches; it however understood that it could be larger or smaller depending on the size of the engine or the dynamic and stress requirements. In a particular embodiment the thickness of the wall(s) is less than 0.100 inch.

Referring to FIGS. **2** and **6**, the heat exchanger **22** further includes an annular wall element **68** extending from the duct **30** along an approximately axial direction. The wall element **68** and an adjacent portion **66a** of the wall(s) **66** of the duct **30** define a cross-sectional shape which is complementary to that of the annular baffle **32**, such as to together form a closed cross-section. The wall element **68**, the adjacent portion **66a** of the duct wall and the baffle **32** together define a cooling plenum **70** which surrounds an annular cavity **90** around the turbine support case **92**, and is in fluid flow communication therewith through the baffle **32**.

The air conduits **34a, b** define a fluid flow communication between the high pressure plenum **20** and the cooling plenum **70**. In a particular embodiment and referring to FIGS. **5** and **7**, the inlet **72** of the air conduits **34a, b** is defined by an open section **74** in the duct **30** which is located in the high pressure plenum **20** and as such in direct fluid flow communication therewith. The end fitting **48** defining the outlet **80** of the fuel conduits **36** is preferably received in the open section **74**, such as to define a counter flow heat exchanger, to reduce thermally induced stresses and maximize the heat transfer. However, the end fitting **48** defining the inlet **78** of the fuel conduits **36** (FIG. **8**) can alternately be received in the open section **74**. The air is free to flow in the inner tube **38** defining the fuel conduits **36**, which is left open by the end fitting **48**, and is also free to flow around the outer tubes **40** defining the fuel conduits **36** into the duct **30**. A radial wall **76** closes the end of the open section **74** opposed that through which the fuel conduits **36** extend, so that the air is directed to flow along the fuel conduits **36** around the circumference of the duct **30**.

As can be seen in FIGS. **8-9**, in the embodiment shown, the fuel conduits **36** extend around only part of the circumference

5

of the duct **30**. As such, the duct **30** has a first arcuate portion **84** containing the fuel conduits **36** and a second arcuate portion **86** without any fuel conduits extending therethrough, the two arcuate portions **84**, **86** being separated by the radial wall **76** and by the fitting **48** defining the fuel inlet **78**. In a particular embodiment, the first arcuate portion **84** extends around between approximately 240° and 315°. The second arcuate portion **86** is in direct fluid flow communication with the outlet **82** of the air conduits **34a,b**. The portion **66a** of the duct wall **66** located in the cooling plenum **70** and defining part of the second arcuate portion **86** includes a series of perforations **88** defined therethrough, shown here as elongated slots, to provide for the fluid flow communication between the outlets **82** of the air conduits **34a,b** and the cooling plenum **70**. The second arcuate portion **86** thus collects the cooled air and distributes it to the cooling plenum **70**. The cooling plenum **70** draws the compressed air through the heat exchanger **22** from the high pressure plenum **20**, and allows it to circulate around and through the perforated baffle **32** and to the annular cavity **90** (see FIG. 2) defined between the baffle **32** and the turbine support case **92**. The perforated baffle **32** creates a pressure differential between plenum **70** and annular cavity **90**. This pressure differential allows the cooled air to gain speed through the perforations of the baffle **32** to impingement cool the turbine support case **92**, which carries the shroud segments **28**. The turbine support case **92** is thus cooled by impingement from the air in plenum **70**, passing through the perforations in the baffle **32**.

The configuration of the heat exchanger **22** and its location in the high pressure casing **20** can allow for reduced weight in comparison with a heat exchanger necessitating a high pressure casing construction. Its location around the turbine support case may also allow for a reduction in fire hazard: a fuel leak would follow the air flow and as such cause a fire around the support case, which would lead to an increase of temperature which can be easily detected and lead to shut down of the engine. Fuel leaks and fire around the turbine disks may thus be avoided.

Referring to FIGS. **10a** and **11a**, a heat exchanger **122** according to an alternate embodiment is schematically shown. The heat exchanger **122** includes at least one fuel conduit **136** and at least one air conduit **134** extending in heat exchange relationship with one another. In the embodiment shown, the heat exchanger **122** is a reverse flow heat exchanger.

The inlet **178** of each fuel conduit **136** is in fluid communication with a fuel source (not shown), and the outlet **180** of each fuel conduit **136** is in fluid communication with the fuel distribution members **17** (see FIG. 1) of the combustor **16**. The fuel conduits **136** thus provide a fuel flow communication between the fuel source and the fuel distribution members **17**; in a particular embodiment, all of the fuel flow from the fuel source to the combustor **16** circulates through the heat exchanger **122**. The quantity of fuel that is required to go through the heat exchanger **122** depends on the architecture of the fuel system and on the cooling requirements of the particular component being cooled; as such, in an alternate embodiment, only the primary flow or only the secondary flow are circulated through the heat exchanger **122**.

In a particular embodiment, the heat exchanger **122** is located in the high pressure plenum **20** (see FIG. 1). The inlet **172** of each air conduit **134** is in fluid communication with the high pressure plenum **20**. The heat exchanger **122** includes a distribution conduit **186** for distribution of the air to a component to be cooled. The distribution conduit **186** is in fluid communication with the outlet **182** of each air conduit **134**.

6

The heat exchanger **122** further includes a secondary air inlet **194**, providing a bypass fluid communication between the high pressure plenum **20** and the distribution conduit **186**. A flow selection member **196** (e.g. a valve) selectively blocks the fluid communication between the secondary air inlet **194** and the distribution conduit **186**.

The flow selection member **196** has a first configuration where the communication between the secondary air inlet **194** and the distribution conduit **186** is closed and a second configuration where the communication between the secondary air inlet **194** and the distribution conduit **186** is open.

In the first configuration and as shown in FIG. **10a**, the compressed air circulates only through the air conduits **134**, thus heating the fuel circulating through the fuel conduits **136** and being cooled at the same time. A cooled air is thus provided to the distribution conduit **186** for distribution to the component to be cooled.

In the second configuration shown in FIG. **11a**, as the compressed air follows the path of least resistance, most of the compressed air circulates through the secondary air inlet **194** to enter the distribution conduit **186**, bypassing the air conduits **134**. The majority of the air flow is thus left uncooled. A small flow of air may also circulate through the air conduits **134** to be cooled by the fuel flow. Although the fuel continues to circulate through the heat exchanger **122**, it is only minimally heated due to the near stagnant flow of air therethrough.

Although the heat exchanger **122** is schematically illustrated with straight air and fuel conduits **134**, **136** in FIGS. **10a** and **11a**, such illustration is not intended to be limiting, and alternate configurations are also possible. An exemplary embodiment of the heat exchanger **122** is thus shown in FIGS. **10b** and **11b**, configured as an annular heat exchanger similar to the one shown in FIGS. **2-9** and described above. As such, components identical to those of the heat exchanger **22** will not be further described herein.

In the embodiment shown, the distribution conduit **186** corresponds to the arcuate portion **86** of the annular duct **30** which is free of the fuel conduits, and which collects the air to distribute it to the cooling plenum **70** through the elongated slots **88** (see FIG. 9). The flow distribution member **196** is provided by a throttle plate or butterfly valve, including a valve disc **198** pivotally mounted on a rod **200** extending through its diameter. The valve replaces the radial wall **76** of FIG. 7. The secondary air inlet **194** is defined by the opening receiving the valve, at the opposite end of the open duct section **74** with respect to the inlet **172** of the air conduits **134**. The valve thus pivots between the first configuration (FIG. **10b**) where the secondary air inlet **194** is closed and the second configuration (FIG. **11b**) where the secondary air inlet **194** is open.

Referring to FIG. **12a**, a heat exchanger **222** according to another embodiment is shown, similar to the heat exchanger **122** of FIGS. **10a-11a** but with the addition of a second flow selection member **297**. The second flow selection member **297** selectively blocks the fluid flow communication between the distribution conduit **186** and the outlet **182** of each air conduit **134**. The second flow selection member **297** is movable between a first configuration where the communication between the distribution conduit **186** and the outlet **182** of each air conduit **134** is open and a second configuration where this communication is closed (FIG. **12a**).

The two flow selection members **196**, **297** are independently movable such as to tailor the mix of cooled air (through the air conduits **134**) and hot air (through the secondary air inlet **194**) entering the distribution member **186**, to obtain a desired temperature for the air being circulated on the com-

ponent to be cooled. With both flow selection members **196**, **297** in the second configuration, all of the compressed air circulates through the secondary air inlet **194** to enter the distribution conduit **186**, bypassing the air conduits **134** since the second flow selection member **297** prevents the circulation of the compressed air therethrough. The fuel continues to circulate through the heat exchanger **222** but is not heated since there is no circulation of air therethrough.

As above, although the heat exchanger **222** is schematically illustrated with straight air and fuel conduits **134**, **136** in FIG. **12a**, such illustration is not intended to be limiting, and alternate configurations are also possible. An exemplary embodiment of the heat exchanger **222** is thus shown in FIG. **12b**, configured as an annular heat exchanger similar to the one of FIGS. **10b-11b**. The second flow distribution member **297** is provided by a butterfly valve, located at the air outlet **182** at the junction between the two arcuate portions **84**, **86** of the ducts **30**. The valve thus pivots between the first configuration (not shown) where the outlet **182** of the air conduits **134** is open and the second configuration (FIG. **12b**) where the outlet **182** of the air conduits **134** is closed.

Referring to FIGS. **13a** and **14a**, a heat exchanger **322** according to yet another embodiment is schematically shown. In this embodiment, a single flow selection member **396** is provided, located in a conduit junction **399** providing both the fluid communication between the outlet **182** of each air conduit **134** and the distribution conduit **186** and the fluid communication between the secondary air inlet **194** and the distribution conduit **186**. The flow selection member **396** thus has a first configuration where the communication between the secondary air inlet **194** and the distribution conduit **186** is closed while the communication between the air outlet(s) **182** and the distribution conduit **186** is open (FIG. **13a**) and a second configuration where the communication between the secondary air inlet **194** and the distribution conduit **186** is open while the communication between the air outlet(s) **182** and the distribution conduit **186** is closed (FIG. **14a**).

As above, although the heat exchanger **322** is schematically illustrated with straight air and fuel conduits **134**, **136** in FIGS. **13a-14a**, such illustration is not intended to be limiting, and alternate configurations are also possible. An exemplary embodiment of the heat exchanger **322** is thus shown in FIGS. **13b-14b**, configured as an annular heat exchanger similar to the one of FIGS. **10b**, **11b** and **12b**. The secondary air inlet **194** is defined near the air outlet **182**. The flow distribution member **396** is provided by a pivotable valve, which includes a valve plate **398** having one end pivotally mounted on a rod **400** and extending adjacent the secondary air inlet **194**. The valve plate **398** pivots between the first configuration where it closes the secondary air inlet **194** (FIG. **13b**) and the second configuration where it extends within and across the duct **30** against a corresponding seat to block the communication between the two arcuate portions **84**, **86** of the ducts **30** (FIG. **14b**) and as such closes the outlet **182** of the air conduits **134**, leaving the secondary air inlet **194** open and in communication with the second arcuate portion **86**.

In all of the embodiments described above, the flow selection member(s) **196**, **297**, **396** can also be placed in intermediate positions between their first and second configurations, such as to regulate the proportion of the flow bypassing the air conduits **134** and entering the distribution conduit **186** through the secondary inlet **194** ("hot flow") with respect to the proportion of the flow circulating through the air conduits **134** ("cold flow"). This allows for the cooling of the compressed air to be modulated for example to achieve an active control of the tip clearance of the turbine rotor by mixing the cold and hot flows as required, in a case where the heat

exchanger **122**, **222**, **322** is used to cool the shroud segments **28**. The heating of the fuel flow can also be similarly modulated. Appropriate feedback loops may be provided with respect to the air and/of fuel temperature to regulate actuation of the flow selection member(s) **196**, **297**, **396**.

In use, for example when cooling a turbine shroud, bypassing the heat exchanger **122**, **222**, **322** may allow for reducing of the cooling of the shroud such as to prevent blade tip rubs at certain conditions, for example at takeoff or any operability point in which a pinch point is possible between the turbine shrouds and the blade tips.

The above description is meant to be exemplary only, and one skilled in the art will recognize that changes may be made to the embodiments described without departing from the scope of the invention disclosed. For example, the heat exchanger can be configured such that the air and/of fuel flow therein circulate completely around the component to be cooled. Other modifications which fall within the scope of the present invention will be apparent to those skilled in the art, in light of a review of this disclosure, and such modifications are intended to fall within the appended claims.

The invention claimed is:

1. A fuel air heat exchanger for a gas turbine engine, the heat exchanger comprising:

an annular duct configured to surround a component to be cooled, the annular duct having a first arcuate portion and a second arcuate portion defining a remainder of the annular duct;

at least one fuel conduit and at least one air conduit extending in heat exchange relationship with one another, each fuel conduit having an inlet for communication with a fuel source and an outlet for communication with fuel distribution conduits of the engine, each air conduit having an inlet and an outlet each fuel conduit and each air conduit extending circumferentially within the first arcuate portion of the annular duct;

a distribution conduit in heat exchange relationship with the component to be cooled, the distribution conduit being in fluid communication with the outlet of each air conduit, the distribution conduit being defined by the second arcuate portion of the annular duct, the second arcuate portion being free of the at least one fuel conduit;

a secondary air inlet in fluid communication with the distribution conduit; and

a flow selection member selectively movable between first and second configurations, the flow selection member in the first configuration closing the fluid communication between the secondary inlet and the distribution conduit, the flow selection member in the second configuration opening the fluid communication between the secondary air inlet and the distribution conduit.

2. The heat exchanger as defined in claim 1, wherein the flow selection member in the second configuration closes the fluid communication between the outlet of each air conduit and the distribution conduit.

3. The heat exchanger as defined in claim 2, wherein the flow selection member is a valve received in a conduit junction providing the fluid communication between the outlet of each air conduit and the distribution conduit and between the secondary air inlet and the distribution conduit.

4. The heat exchanger as defined in claim 1, wherein the flow selection member is a first flow selection member and is located in a conduit providing the fluid communication between the secondary air inlet and the distribution conduit, the heat exchanger further comprising a second flow selection member located in a conduit providing the fluid communication between the outlet of each air conduit and the distribution

9

conduit and selectively movable between first and second configurations independently of the first flow selection member, the second flow selection member in the first configuration opening the fluid communication between the outlet of each air conduit and the distribution conduit, the second flow selection member in the second configuration closing the fluid communication between the outlet of each air conduit and the distribution conduit.

5. The heat exchanger as defined in claim 1, wherein the heat exchanger further comprises an annular wall element extending from the duct along an approximately axial direction and a perforated baffle extending from the duct along an approximately axial direction and connected to the wall element spaced apart from the duct, the wall element, baffle and an adjacent portion of at least one wall of the duct together forming a closed cross-section defining an annular cooling plenum, the distribution conduit being in fluid communication with the annular cooling plenum.

6. The heat exchanger as defined in claim 1, wherein the at least one air conduit includes a space within the annular duct defined around the at least one fuel conduit.

7. The heat exchanger as defined in claim 1, wherein each fuel conduit is defined by an annular gap between two concentric tubes, and the at least one air conduit includes a conduit defined inside a smallest one of the two concentric tubes.

8. A gas turbine engine comprising:

a compressor section;

an annular high pressure plenum in fluid flow communication with a discharge of the compressor section for receiving compressed air;

a combustor contained in the high pressure plenum;

a fuel-air heat exchanger including:

at least one fuel conduit and at least one air conduit located in the high pressure plenum and extending in direct heat exchange relationship with one another, each fuel conduit having an inlet in fluid communication with a fuel source of the engine and an outlet in fluid communication with fuel distribution conduits of the combustor, each air conduit having an inlet in fluid communication with the high pressure plenum and an outlet,

a distribution conduit located in the high pressure plenum for distribution of air to a component to be cooled, the distribution conduit being in fluid communication with the outlet of each air conduit,

an annular duct surrounding the engine component to be cooled, each fuel conduit and each air conduit extending circumferentially within the annular duct, the annular duct having a first arcuate portion containing the at least one fuel conduit and the at least one air conduit, and a second arcuate portion defining a remainder of the annular duct and being free of the at least one fuel conduit, the distribution conduit being defined by the second arcuate portion:

a secondary air inlet located in the high pressure plenum and providing a bypass fluid communication between the high pressure plenum and the distribution conduit, the bypass fluid communication bypassing each air conduit, and

a flow selection member selectively movable between first and second configurations, the flow selection member in the first configuration closing the second-

10

ary inlet and preventing the bypass fluid communication between the high pressure plenum and the distribution conduit, the flow selection member in the second configuration opening the secondary air inlet and allowing the bypass fluid communication between the high pressure plenum and the distribution conduit.

9. The engine as defined in claim 8, wherein the flow selection member is a valve received in a conduit junction providing the fluid communication between the outlet of each air conduit and the distribution conduit and a fluid communication between the secondary air inlet and the distribution conduit, the flow selection member in the second configuration closing the fluid communication between the outlet of each air conduit and the distribution conduit.

10. The engine as defined in claim 8, wherein the flow selection member is a first flow selection member, the heat exchanger further comprising a second flow selection member selectively movable between first and second configurations independently of the first flow selection member, the second flow selection member in the first configuration opening the fluid communication between the outlet of each air conduit and the distribution conduit, the second flow selection member in the second configuration closing the fluid communication between the outlet of each air conduit and the distribution conduit.

11. The engine as defined in claim 8, wherein the engine component to be cooled is a turbine support case of a turbine section of the engine which is surrounded by an annular cavity, the distribution conduit being in fluid communication with an annular plenum surrounding the annular cavity.

12. The engine as defined in claim 11, wherein the annular cavity surrounding the turbine support case is enclosed by an annular baffle, the plenum being partially defined by the annular baffle, the baffle including perforations providing fluid flow communication between the plenum and the annular cavity for impingement cooling on the turbine support case.

13. A method of regulating a cooling of an engine component of a gas turbine engine, the method comprising:

circulating compressed air from a compressor discharge of the engine to a high pressure plenum containing a combustor of the engine;

circulating fuel from a fuel source of the engine through at least one fuel conduit of a heat exchanger located in the high pressure plenum, the fuel circulating in the at least one fluid conduit around only part of a circumference of an annular duct surrounding the engine component; and modulating a flow of the compressed air circulating from the high pressure plenum through at least one air conduit of the heat exchanger in direct heat exchange relationship with the at least one fuel conduit thereof in the part of the circumference of the annular duct, and into a distribution conduit defined by a remainder of the circumference of the annular duct and in heat exchange relationship with the engine component.

14. The method as defined in claim 13, wherein modulating the flow includes modulating a bypass flow of compressed air circulating directly from the high pressure plenum into the distribution conduit.

15. The method as defined in claim 13, wherein the engine component is a turbine shroud.

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